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The Daily Press.

HONGKONG, JULY 9TH, 1907.

The general consensus of opinion is that the burning of the books in B. C. 213 was an unmitigated atrocity, an act worthy of the worst of Philistines, of Vandals. The extent of the holocaust, Dr. Legge has suggested, may have been exaggerated, and we have no doubt whatever that it was. Exaggeration has come to be regarded as a proverbial and almost pardonable weakness of writers, and it is natural to suppose that under such apparently wanton provocation, the Chinese literati of subsequent periods would let themselves go when referring to this famous, or infamous, attempt to destroy the literary records of the Middle Kingdom. Whether the burning of the books was on a wholesale scale, or only a half-done job, we cannot expect for one moment to enlist the sympathy of any lovers of literature by a belated attempt to redeem the memory of Li Shu (the Minister at whose instigation the First Emperor commanded the destruction of the then existing aggregation of sapience) from the obloquy and execration it has had to suffer for so many years. A MACHIAVELLI might say the attempt deserves blame because it did not succeed: the literati will say it deserved censure from the moment it was allowed to dwell in the mind of its originator. So much depends on the personal equation, on the point of view. In these days, when the saying that of the making of books there is no end is true beyond the wildest dreams of its author,

it should not be impossible to summon up sufficient tolerance to make some allowance for the late Li Shu. The literati of all nations may be challenged, as likely to form a biased jury, although even amongst them, given a little calm reflection, there should be some able to recognise the idea that a repetition of the incident, especially if not bungled as that was, might be "good for trade." The modern scribblers might pretend to be shocked, but what a chance for them if the classics could be wiped out once for all. Everything would be original; there would be no more platitudes for quite a while; and the awkward copyright in ideas, by which SHAKESPEARE, and PLATO, and other gentlemen are permitted to retain credit that is of no use to them, would no longer be a stumbling block in the way of philosophers who are afraid of being told that "that was said before." Probably all of Solomon's wise sayings were plagiarisms when he published them, and it is certainly unfair that every modern Solomon who thinks one of them for himself should have to say them in quotation marks. The picture of a world without any literature at all is, however, too fascinating; it is Utopian, and we had better abandon it, with a sigh for the literary reputation that could therein be so easily earned, for, as every literary person knows, the chief merit of SHAKESPEARE of hoc genus omnes is that they had the first chance to tell the good stories, before competition became as keen. It may safely be urged, on behalf of Li Shu, that his advice to the Emperor was not prompted by any such personal animus. It was not a private literary ambition that led to the Burning of the Books. It is not suggested in any of the records that he was afflicted with the cancer he scribbled, and wanted an open field for his own efforts. It is permissible to assume, from what is known of his life, character, and career, that he was a well-meaning person, a politician who wanted to do the best he could for his country and people. He was, moreover, and this is too obvious to need elaborate demonstration, a man of ideas. He found, as other men of ideas constantly find, that other men had had ideas before him. He found himself and his political schemes hampered and embarrassed by the existence of those other ideas, for which many of his compatriots, obliged, like so many citizens of all countries, to acquire their ideas second-hand, showed a foolish respect. Li Shu must have been a sort of Chinese JOSEPH CHAMBERLAIN, in fact. He had ideas, and being human, had the ordinary human cocksureness in their infallibility. His ideas were the best, he knew, if they could only have a fair chance. He was an advocate, so to speak, of "Preference"—of preference for his own ideas of government and administration, and the ideas of the Chinese Confucius who had preceded him were very much in the way of progress. They were a clog. What could more naturally have occurred to him than the idea of getting rid of these clogs at one fell swoop? A child would have thought of it. It was, however, an undertaking too big for him. From the first he was weak. He permitted himself to make some exceptions, and that was fatal. If not one exemption, why not others? Other people had their literary fancies, and so it came about that many books were surreptitiously saved from the flames. But for that weakness, China might now have been governed on more modern lines, on a system evolved within the last two thousand years at most, and so not quite so rusty; and we should certainly have been spared a good many of the acrimonious arguments of the sinologists. The lesson that all rulers and governors and ministers may learn from this regrettable incident in the career of Li Shu is to be thorough. But for his policy of half measures, that mandarin old temps jadis might have been held now in more respectful memory.

Captain P. H. M. Taylor, 32nd (Indian) Lancers, has been appointed Aide-de-Camp to Sir Frederick Lugard, G. C. M. G., of Hongkong.

A Brandon (Norfolk) inkpots astonished the magistrates by applying for an extension of his licence after the regular closing time because the primitive Methodists were celebrating their anniversary. His application was refused.

At St. Margaret's Westminster, Mr. Colin Donald Milver, son of the late Mr. Alexander Milver, of Richmond and Hongkong, was married to Miss Ethel Agnes Lambert, only daughter of Mr. Richard John Lambert, of Danes Hill, Oxshott, Surrey.

A hawker who found his house too warm to sleep in on Sunday evening climbed on to the roof to pass the night. His dead body was found on the roof beneath early the following morning. The fall was about forty feet, and it is believed that in his sleep the hawker rolled off the roof.

For the week ended July 6th there were 25 cases of plague, 23 Chinese, one Indian and one Portuguese, all of which proved fatal. Yesterday twelve more Chinese cases were notified, and five of the sufferers succumbed. One case was imported from Canton.

Three Portuguese from Kowloon were placed before Mr. G. N. Orme at the Police Court yesterday charged with behaving in a noisy and disorderly manner in the public street on Sunday. It was stated that the defendants were amusing themselves by chasing richa coolies, and as they did not deny it, his Worship fined them \$3 apiece.

Miss Mary Reynolds, of Sibley, Iowa, has been appointed by Imperial decree tutor in the English language to the nephews of her Imperial Majesty the Empress Dowager of China. She will not reside at the Imperial Palace. Her home will be with one of the American missionaries in Peking, from which she will go daily to the palace.

Captain Valentine of the s.s. *Pomona* charged five coolies before Mr. G. N. Orme at the Police Court yesterday with stowing away on board his vessel; another native was charged with aiding and abetting the first five defendants. It was stated that the five stowaways were found packed like sardines in a trunk in a foreman's quarters. After hearing the evidence his Worship fined the first stowaway \$30, the other four \$15 apiece, and discharged the defendant charged with aiding and abetting.

The divorce proceedings started by Leopold Wollfing, the Austrian ex-Archduke, have, the "Express" correspondent at Genoa says, assumed a comic opera character. They have been postponed three times on account of the whims of Herr Wollfing and of his wife, who was formerly the actress, Mlle. Adamovitch. Herr Wollfing considers it undignified to appear in a public court, and refuses to attend, though he has been informed by his lawyer that his presence is necessary. His wife, who formerly agreed to a divorce, has changed her mind, and having sent away her lawyer, has taken up an attitude of passive resistance.

Mr. William Beardmore, head of the firm of Messrs. William Beardmore and Co. (Limited), Parkhead Forge and Dalmuir Naval Construction Works, has received intimation that His Imperial Majesty the Emperor of Japan has been graciously pleased to confer upon him the Fourth Class of the Order of the Rising Sun. Mr. D. Deuchars, the superintendent of the North British Railway Company, has received from His Excellency Baron Jutaro Komura, the Japanese Ambassador, an intimation to the effect that he had been commanded by His Imperial Highness, Prince Fushimi, to inform him that His Majesty the Emperor of Japan had been graciously pleased to confer upon Mr. Deuchars the Sixth Class of the Order of the Rising Sun.

A correspondent of the *Birmingham Post* wrote last month—"It is very probable, I learn, that as a consequence of certain correspondence which has passed between the Secretary for India and the Viceroy, the former may consent to receive a deputation of Indian natives for discussion of various questions out of which the recent troubles have arisen. Telegraphic correspondence continues to proceed on the matter, with the object, it is said, of strengthening the hands of the Viceroy in putting down seditious agitation, while being careful not to hinder any genuine political or economic reform. Meanwhile it is to be noted that Mr. Morley's firm attitude in the House of Commons has led to a fall in the questions put from the extreme Radical benches."

The many friends in the Colony of Mr. J. R. Michael, who is now in London, are much exercised about the truth of a London telegram in the Shanghai contemporary which announces that he has been made a companion of the Order of St. Michael and St. George. If that had been the case our own London correspondent would have certainly wired the news. We suggest that the announcement in the Shanghai paper is due to a misreading of the telegram which was probably worded somewhat after this fashion:—"Knights of the Order of St. Michael and St. George, including Mr. Michael, the British Commercial Attaché, has been knighted and that among the appointments to the Order of St. Michael and St. George was the hon. Mr. C. Nathan of Hongkong, who becomes a Companion of the Order."

The Bishop of St. Albans, presiding at Church House over a meeting organised by the North China and Shanlung Mission Association and other societies operating in the Far East, said that no one could contemplate the state of things in the Far East without coming to the conclusion that it was a time of crisis, when so much depended upon prayer and the action taken. In China a very great awakening showed itself in deputations sent to Europe and America to study Western methods and civilization, in the large number of young men sent for examinations to Japan, and in the remarkable crusade against opium. In such a great awakening Christianity was taking its rightful place. The outlook was equally interesting in Japan. The Anglo-Japanese Alliance, followed by treaties of peace between Japan and Russia and Japan and France, had been of great benefit, and we could not but believe that a country which had shown such wonderful receptivity in regard to Christian ideals had its own contribution to make in the conception of the Church of Christ. Mr. J. Iwai, of the Diocese, Livings, Hagi, Tokyo; the Rev. Mark Napier Trollope, Commissary to the Bishop of Korea; and the Rev. Roland Allen, from Peking, gave interesting accounts of the work in different parts of the foreign field.

Mr. Harry de Windt, the well-known explorer, lecturing at a meeting of the Anglo-Russian Literary Society, at the Imperial Institute, on a journey he made from Paris to Peking in 1902, said that at Sredni-Kolymsk—the secret stronghold of the Russian secret police—he was startled by the awfulness of seeing no less than eight of the sixteen prisoners hopelessly mad. They were men and women who once occupied high social positions in Moscow and St. Petersburg, and were forced to eat the most degrading food known to uncivilized humanity. The tramp of the poor political prisoners to this place took two years. Shortly after leaving, the travellers all but lost their lives, for blizzards raged, their dogs went mad, and three native guides died. But at last they came in sight of the Settlement by the Bering Straits just six months after they left Paris.

Pipes of light are the latest form of electrical illumination. Instead of having electric lamps fitted here and there in the walls or the ceiling, there is a glass pipe running wherever it is needed, but preferably round the ceiling, in a square or a circle. The switch is turned on and the glass pipe is full of electric light—not a pipe with a brilliantly incandescent electric filament running through it, but a round pipe of light, which sheds its diffused rays all over the room. This novel method of electrical illumination is an American invention, known as the Moore Light. It promises to revolutionize electric lighting. The new light has made its first appearance in the courtyard of the Savoy Hotel. A glass pipe, 1 1/2 in. in diameter and about 170 feet long, runs round the courtyard, overhead, and the light from it fills the whole space. The glass pipe contains a vacuum through which a high-potential current passes.

Bad horsemanship by the jockey, some mishap to saddle, insufficient training, or, regrettably, these are some of the excuses which the man who has betted and lost finds for his misadventure. It is never his judgment which is at fault. Now and again there does seem to be a foundation for some of the dark things said by the disappointed punter. One such case was reported last year from an Indian racecourse. A very good horse did shockingly in inferior company. Next day, in a much better class, it won with the greatest ease. The owner was called upon to explain this inconsistency. He replied that the inconsistency was not due to any fault of his. The horse had won inadvertently. He had had no intention of winning that day; the jockey had misunderstood his instructions. The stewards accepted this explanation, and censured the jockey for winning against orders.

SUPPOSED SUICIDE.

Early yesterday morning the police found the body of a Chinese engineer, named Mui Kam-chin, in a mangled condition in Connaught Road Central. It appears that the deceased came here with his master some weeks ago for the purpose of purchasing a launch, and after a few days the master returned to Canton, leaving his employee at No. 88, Connaught Road Central, which is a boarding house. It appeared to inmates of this house that deceased at times acted strangely, and on his room being searched after the discovery of his body a note was found on his dressing table in which he stated that he would die as he was unsuccessful in business. Deceased is believed to have jumped from his room on the third floor of the boarding house to the street, a distance of 45 feet.

LATEST STEAMER MOVEMENTS.

The *Silk ex Shanghai* arrived at New York on 14th June, 35 days.
The *Boston str. Tremont* arrived at Victoria on 5th July.
The C.P.R. str. *Empress of China* arrived Nagasaki at 11.30 a.m. on Monday the 8th July, and leaves again at 8 p.m. as a day for Kobe where she is due to arrive at 6 p.m. to-day.
The O. & O. str. *Doris* sailed from Shanghai and is due here to-morrow morning at 6 a.m.
The Indo-China str. *Kamsang* from Calcutta and the Straits left Singapore for this port on 6th July at 8 p.m.
The P. & O. str. *Delhi* left Singapore for this port on the 6th July at 5 p.m. with the outward English Mail, and is due here on the 11th July at about 6 a.m.
The H.A.L. str. *Silesia* left Shanghai via Foochow on 7th July a.m., and may be expected here on Friday 12th July a.m.
The J.C.J. str. *Hilary* left Massarah for this port on the 5th July, and may be expected here on or about the 13th July.
The O. & O. str. *Patna* (formerly the s.s. *Coptic*) will sail from Yokohama on the 8th July and will therefore be due to arrive at this port on the 16th July.
The I.G.M. str. *Zieten* carrying the German Mails with dates from Berlin of the 18th June left Colombo on Saturday the 6th July p.m., and may be expected here on or about Wednesday the 17th July.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 8th at 11.25 a.m.—The barometer has risen moderately over N. China and S.W. Japan, and fallen considerably in Hokkaido. The depression is moving E.S.W. over the Sea of Japan. Pressure is highest over the China Sea, and the Pacific to the S.W. of the Loochows.
Moderate monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood S.W. winds, moderate, fair.
Formosa Channel S.W. winds, same as No. 1.
South coast of China between Formosa and Loochows Same as No. 1.
South coast of China between Loochows and Hainan Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JEWELS OF ST. PATRICK STOLEN.

LONDON, July 8th.
The Jewels of the order of St. Patrick have been stolen from Dublin.

THE UNFORTUNATE FRENCH NAVY.

LONDON, July 8th.
A fire has occurred on a French battleship, and a submarine has been flooded. It is believed that malice is the cause of these disasters.

ROYAL VISIT TO IRELAND.

LONDON, July 8th.
His Majesty the King goes to Ireland to-day.

ATTEMPTED ASSASSINATION OF THE GOVERNOR OF ANHUI.

SHANGHAI, July 7th.
An attempt was made on Saturday to assassinate the reactionary and anti-foreign Governor of Anhui. While the Governor was reviewing the cadets of the gendarmerie school a bomb was thrown. Three officers were killed and one injured. The Governor was only slightly hurt.

HONGKONG PHILHARMONIC SOCIETY.

The annual meeting of the Hongkong Philharmonic Society was held in the City Hall last evening when His Excellency Hon. Mr. F. H. May presided over a large attendance of members. The report and accounts for the last session having been received and adopted, the election of officers was proceeded with. The Hon. Mr. May was re-elected president, and the re-election of the following officers was agreed upon: Mr. Denman Fuller, hon. conductor; Mr. R. T. D. Sayle, hon. secretary; and Mr. E. S. Carruthers, hon. treasurer. Messrs. A. T. Sturford and W. A. Dowley were re-elected to the committee, the new members elected being Messrs. F. L. Galthorpe and F. C. Barlow. It was also agreed that the revised rules, read by the Secretary, should be passed. His Excellency said when he first arrived in the Colony a society was organized, he believed, by the German element, but this was squashed by the serio-comic element imported from England. When he returned in 1903 after a trip, he was very pleased to find the Society was on such a sound basis, and he was very pleased to see it now in a flourishing condition financially, and also in its having the services of Mr. Denman Fuller as conductor (cheers).

The report read:—During the past season 1906-7 ending 31st June, 1907, the Society has been enabled, thanks to the energy and keen interest shown by Mr. Denman Fuller and members, to give two concerts, the first on 18th January, 1907, with a repetition on the 21st, and the second on 13th May, 1907, all being well attended by the public, especially the first concert, when Elgar's *Cello Concerto*, the *Banquet of St. George's*, was performed by a Chorus and Orchestra of over sixty members. Besides the above, the Orchestra at the invitation of Sir Matthew Nathan, K.C.M.G., performed at Government House on 21st March, 1907. The concert given in the City Hall was a success financially, but left only a very small profit, due to the heavy expenses which are always incurred in connection with the giving of concerts in the Colony. The Committee, however, feel confident that by taking much of the work into their own hands they will be able to considerably curtail the cost of future concerts. The membership shows an increase on that of last year, the total at the present time, including honorary and active members being 77 in all. It is hoped that during the coming season the Society may be showing the residents of the Colony that their work is for the mutual benefit of all, and induce more honorary members to join. Messrs. Barlow, Bavis, Bovey and Edwards on leaving the Colony retired from the Committee, also Messrs. Austin and Lamont have resigned owing to their being unable to attend the monthly meetings. Mr. W. A. Dowley, who has had considerable experience with various musical societies, has joined the Committee. The Committee desire to place on record their great appreciation and thanks to Mr. Denman Fuller for the keen interest he has shown in the Society's welfare since undertaking the arduous duties of Hon. Conductor, and for the very able way in which he has trained the Chorus and Orchestra during that period. In conclusion the Committee beg to tender their thanks to the members for the assistance rendered at the concerts and trust that help will again be forthcoming during the coming season, also to Messrs. Carruthers and Ellis for kindly auditing the accounts.

M. Harmand, formerly French representative in Tokyo, who now holds the honorary rank of Ambassador, declared in an interview published by the *Echo de Paris* that France's agreement with Siam and Japan were two insurance policies guaranteeing France's possessions in Indo-China against Asiatic invaders. M. Harmand says that he never believed Japan to have aggressive intentions; an agreement with that country only appears to him justified by Japan's desire to make certain of the assistance of French capital. He was convinced, however, that in the event of the outbreak of a European war Japan would not play a disinterested role.

SUPREME COURT.

Monday, 8th July.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

A MINOR'S RIGHTS.

An application was submitted on behalf of Li Chennig Shi (mother of Li Lung, a minor) to have an indenture of mortgage made between Li Lung and Tam Min Hing declared null and void, that the indenture be cancelled, and that the registration of the mortgage be expunged from the register. Mr. M. W. Slade (instructed by Mr. Harding) represented plaintiff and Sir Henry Barkley (instructed by Mr. Otto Kong Song) represented the defendant. The plaintiff was born in February 9th 1886, and on March 16th, 1906, executed a mortgage whereby he purported to pass his estate and interest in the remaining portion of Marine Lot 163 for \$10,000. Evidence was given as to birth, and the case was adjourned.

IN ORIGIN I JURISDICTION.

BEFORE MR. A. G. WISE (POINTE JUDGE).

A WEALTHY LUNATIC.

An issue was tried before his Lordship and a jury as to whether Ki Chit, eldest son of the late Pan Hong, who left a large estate, was a lunatic or not. Mr. H. G. Calhoun, instructed by Mr. E. P. H. Lang, of Messrs. Deacon, Looker and Deacon, represented the interested parties. The jury was empanelled as follows: Messrs. E. T. Bunge, J. M. Irving, R. Miller, T. Slade, C. A. H. Westerbarger, D. S. D. Burger, P. E. G. Ilmor, G. J. Calhoun, R. W. Pearson, R. Snyder, J. Patterson, F. Gomez, A. R. Blake, P. Price and A. W. Watt. Mr. Calhoun stated that the questions to be decided were whether the young man, who was present in Court, was of unsound mind and unable to manage his affairs. His father died in 1901 or 1902 leaving a very large estate, and this young man would become the sole trustee of it when he became of age. He reached his majority quite recently, but owing to his mental condition it was impossible for him to carry out the trust of the will. It became necessary to inquire into his mental condition and ascertain whether he was or was not a lunatic.

The mother of the young man deposed that he, the eldest of six children, has been of a very nervous disposition since he was six years old. At that age a swelling appeared on his forehead. He was subject to fits of anger and laughter, was very fond of playing with matches and burning paper, and had a habit of tearing his clothes and shoes, and also breaking furniture. He smoked all the cigars and cigarettes he could find and drank all the wine in the house, frequently becoming intoxicated. He was afraid to go out alone, had a great horror of watchmen and was terrified at the report of firearms. He spent most of the day sitting down and mumbling to himself and he rarely ever spoke to anyone. In the sixth month of last year he scattered some soap and salt, while during a heavy fall of rain he took some cushions into the middle of the yard and sat down on them.

The present trustee gave similar evidence, adding that the young man was unaware of the value of money. He would prefer a cigar to \$100.

Other evidence was given in which it was stated that the usual had to put on his shoes and stockings.

Medical testimony was adduced that he was neither capable of managing his own affairs or looking after himself.

The jury found accordingly.

FAR EAST IN PARLIAMENT.

DALNY CUSTOMS.

In the House of Commons, Mr. Lansdale (Aberdeen, Mid.) asked the Secretary of State for Foreign Affairs whether an agreement had yet been arrived at with regard to the establishment of a branch of the Chinese Maritime Customs at Dalny; and, if so, whether he was in a position to state the nature of the agreement, and what effort would be given to its provision.

Sir E. Grey (Northumberland, Berwick).—His Majesty's Minister reported on the 31st ult. that an agreement was signed on May 30 providing for the functioning of a Customs-house at Dalny from July 1 next if the necessary arrangements were completed by that date. The reply to the second part of the question is at present in the negative.

FRANCE AND SIAM.

Mr. Pike Pease asked the Secretary of State for Foreign Affairs when he would be in a position to make a statement as to the effect upon British interests of the treaty recently concluded between France and Siam.

Mr. Lansdale.—Under the terms of the treaty the three Siam provinces of Battambang, Siem Reap, and Stung Treng are ceded to France, and the right to hold land in Siam is granted in certain cases to French citizens and protégés. France cedes to Siam in return the districts of Danai and Keat, to the north of the islands to the south of Cape Leeward as far as including Kokoi. She also surrenders certain rights of extra-territorial jurisdiction in Siam. The exchange of territory described above has taken place within the sphere of French interests as defined by the Declaration of April, 1904, agreed on between Great Britain and France; and his Majesty's Government do not anticipate that British interests in the Far East will be politically affected. Questions of safeguarding the common interests of British subjects who may have possessions in the district are exchanged will be considered if occasion arises.

CHINA AND RUSSIA: THE VALUE OF EVIDENCE.

Mr. BEES asked whether the antipathy of the same character, force, and validity as the ordinary official edicts of the Chinese Government.

Sir E. Grey. As far as I am aware the reply is in the affirmative.

Mr. ROSS: Has the right hon. gentleman seen a subsequent edict of the same Government decreeing that Confucius should be raised to the same rank as the Sun and Moon? (laughter).

Sir E. Grey did not see how that arose out of the question.

Mr. ROSS: If the decree was of the same character would it not be rather significant? (hear, hear).

No answer was given.

SHIPPING.

ARRIVALS.

AMERICA, German str., 3,340, Schwanhammer, 8th July—Singapore 2nd July, General—Hamburg—America Line.
 FUKUSHU MARU, Japanese str., 1,090, T. Ito, 8th July—Anping & Swatow 7th July, Oka Shosen Kaisha.
 HANNO, French str., 739, P. Merles, 8th July—Haiphong and Hobei 7th & 8th July, General—A. R. Marty.
 HELIX, Norwegian str., 757, A. Erikson, 7th July—Bangkok 30th June, Rice—Chinese.
 HOPEANG, British str., 1,359, J. M. Hay, 8th July—Calcutta 21st June and Singapore 2nd July, General—Jardine, Matheson & Co.
 JACOB DIERDORF, German str., 633, A. Uldrup, 8th July—Haiphong and Hobei 4th and 7th July, General—Jardine & Co.
 KANAGAWA MARU, Japanese str., 3,825, N. Ohno, 8th July—Yokohama and Shanghai 5th July, General—Nippon Yusen Kaisha.
 KWONGSANG, British str., 1,428, W. Palmer, 8th July—Shanghai 3rd July, via Swatow, General—Jardine, Matheson & Co.
 MEIKO MARU, Japanese str., 3,434, E. W. Havel, 8th July—Manila 6th July, General—Nippon Yusen Kaisha.
 PRINCE, Norwegian str., 2,000, J. Seeborg, 7th July—Saigon 3rd July, Rice—Wallem & Co.
 SEIKO MARU, Japanese str., 3,285, J. Nakao, 8th July—Fuzhou 5th July, General—Oka Shosen Kaisha.
 SYDNEY, French str., 2,493, Barillon, 8th July—Yokohama 29th June, Mail and General—Messageries Maritimes.
 TONKIN, French str., 3,584, Monton, 8th July—Yokohama 29th June, Mail and General—Messageries Maritimes.
 WAIBING, British str., 1,170, Richard, 8th July—Chinkiang and Wuhu 1st and 3rd July, General—Jardine, Matheson & Co.
 YUENHANG, British str., 1,650, Meyrick, 8th July—Manila 5th July, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 8th July.
 AMERICA, German str., for Shanghai.
 AMIGO, German str., for Hobei.
 CORNEL, British str., for Kuching.
 FELICIA, German str., for Swatow.
 HONG KONG, Japanese str., for Keelung.
 SIMLA, British str., for Shanghai.

DEPARTURES.

8th July.
 K. W. CHANG, British str., for Canton.
 SCANDIA, German str., for Shanghai.
 TAIHUNG, Chinese str., for Canton.
 TONKIN, French str., for Shanghai.

SHIPPING REPORTS.

The British str. Yuenhang reports: Fine and clear throughout month sea.
 The Norwegian str. Helix reports: Light southerly winds and fine weather.
 The British str. Waibing reports: Strong to moderate S.W. monsoon, moderate sea and fine weather.
 The British str. Hopang reports: Cyclone in Bay of Bengal, Peking to port, fine weather, moderate southerly breeze.
 The British str. Kwongsang reports: Moderate S.W. monsoon and corresponding swell. Unsettled appearance of weather all along the coast.

VESSELS IN DOCK.

July 8th.
 AMERICAN DOCKS—Fochong, Janus H.M.S. Empress of India, Amigo, Glenek, Mathilde, Siaman.
 COSMOPOLITAN DOCKS—

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, MEDITERREANEA AND BLACK SEA PORTS.

THE Steamship

"SYDNEY"
 Captain Barillon, will be despatched for MARSEILLES, on TUESDAY, the 9th July, at 1 p.m.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "ERNEST SIMONS" ... 23rd July.
 S.S. "TONKIN" ... 30th Aug.
 S.S. "SALAZAR" ... 30th Aug.
 S.S. "POLYMER" ... 30th Sept.
 S.S. "TOURANE" ... 1st Oct.
 S.S. "AUSTRALIAN" ... 1st Oct.

G. D. CHAMPEAUX, Agent.

Hongkong, 1st July, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APGAR."
 Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 9th inst., at 3 p.m.

For Freight or Passage apply to
 DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 5th July, 1907.

ON SALE.

A TABLE OF THE
 RATES OF EXCHANGE
 AT HONGKONG

DEMAND DRAFTS ON BOMBAY
 On the Day Preceding the Departure of
 English Mails from the Year of the Closing
 of the Indian Mints to the Free Coinage of
 Silver

FROM 1893 TO 1905;
 ALSO
 RATES FOR SOVEREIGNS, GOLD
 LEAF, BAR SILVER (From 1900),
 and other Useful Information.

PRICE: \$1 CASE.

On Sale at the "DAILY PRESS" Office, or
 Local Bookshops.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL	CHINA	Brit. str.	—	E. Street	P. & O. S. N. Co.	On 13th inst., at Noon
MARSEILLES, LONDON & ANTWERP	SYRIA	Brit. str.	—	P. D. C. Gregor, R.N.	P. & O. S. N. Co.	About 17th inst.
MARSEILLES, &c., via PORTS OF CALL	SYDNEY	Brit. str.	—	Barillon	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, &c.	CATHAY	Dan. str.	—	—	MELCHERS & CO.	Beg. of Aug.
MARSEILLES, HAVRE & COPENHAGEN	SOUDAN	Dan. str.	—	—	MELCHERS & CO.	Mid. of Sept.
HAVRE & HAMBURG via STRAITS, &c.	SPERZIA	Ger. str.	k. w.	Broek	HAMBURG-AMERIKA LINE	On 23rd inst.
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINE	On 20th August.
NAPLES, HAVRE & HAMBURG	SILEZIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 12th inst.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	k. w.	von Döhrn	HAMBURG-AMERIKA LINE	On 7th August.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	—	Filber	HAMBURG-AMERIKA LINE	On 4th Sept.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	PRUSSIAN	Ger. str.	—	Nathorst	MELCHERS & CO.	On 17th inst., at Noon
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIEBER & CO.	On 21st inst., p.m.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & CO., LD.	To-day.
NEW YORK	VANDALIA	Ger. str.	—	Frank	HAMBURG-AMERIKA LINE	On 20th inst.
NEW YORK	ABELLOUR	Am. str.	—	—	SHAWAN, TOMES & CO.	On 23rd August.
VANCOUVER via SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 17th inst., at Noon
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 1st Aug., at 4 p.m.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAMMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LTD.	About 7th inst.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	KATHARINE PARK	Brit. str.	—	G. W. Wiley	TOYO KISEN KAISHA	About 18th inst.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	J. Minson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	Helms	MELCHERS & CO.	On 18th inst., at Noon
AUSTRALIAN PORTS via TIMOR	CHINOT	Brit. str.	—	W. B. Brown	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
YOKOHAMA AND KOBE	CHONGSHING	Brit. str.	—	S. J. Payne	MELCHERS & CO.	About 26th inst.
YOKOHAMA AND KOBE	AMERICA	Ger. str.	k. w.	Sachs	JARDINE, MATHESON & CO. LD.	On 11th inst., at 4 p.m.
YOKOHAMA AND KOBE	SAXONIA	Ger. str.	—	D. Goldsmith, R.N.	HAMBURG-AMERIKA LINE	To-morrow.
YOKOHAMA AND KOBE	SILEZIA	Brit. str.	—	P. W. Baker	HAMBURG-AMERIKA LINE	On 18th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	P. D. Andrews, R.N.	P. & O. S. N. Co.	About 8th inst.
YOKOHAMA AND KOBE	DELHI	Brit. str.	—	F. Froesch	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 p.m.
YOKOHAMA AND KOBE	ZIETEN	Ger. str.	—	M. Nemoto	P. & O. S. N. Co.	About 11th inst.
YOKOHAMA AND KOBE	SHOSUO MARU	Jap. str.	—	—	MELCHERS & CO.	About 17th inst.
YOKOHAMA AND KOBE	SOT UNIKI	Dan. str.	—	—	OSAKA SHOSHUN KAISHA	On 16th inst., at 9 a.m.
YOKOHAMA AND KOBE	FOOCHOW	Brit. str.	—	Humph	MELCHERS & CO.	Mid. of Aug.
YOKOHAMA AND KOBE	SHIMIZU MARU	Jap. str.	—	T. Ilo	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	HAIMON	Brit. str.	2 h	A. J. Robson	OSAKA SHOSHUN KAISHA	To-morrow, at 8 a.m.
YOKOHAMA AND KOBE	SHAOHUNG	Brit. str.	—	F. D. Northcombe	DOUGLAS LAPELAK & CO.	On 11th inst., at Noon
YOKOHAMA AND KOBE	YOKOHAMA	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	CHIRUI	Brit. str.	—	Imbren	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
YOKOHAMA AND KOBE	JOSHIM MARU	Jap. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	On 16th inst., at 2 p.m.
YOKOHAMA AND KOBE	HATTAN	Brit. str.	2 h	J. S. Roach	OSAKA SHOSHUN KAISHA	On 14th inst., at 9 a.m.
YOKOHAMA AND KOBE	SEIKO MARU	Jap. str.	—	G. Nakso	DOUGLAS LAPELAK & CO.	To-morrow, at Noon
YOKOHAMA AND KOBE	ROBI	Brit. str.	—	R. Almond	OSAKA SHOSHUN KAISHA	To-morrow.
YOKOHAMA AND KOBE	TEAN	Brit. str.	—	A. Somerville	DOUGLAS LAPELAK & CO.	On 13th inst., at Noon
YOKOHAMA AND KOBE	YUENHANG	Brit. str.	—	T. Myrick	SHAWAN, TOMES & CO.	To-day, at 4 p.m.
YOKOHAMA AND KOBE	LAPIO	Brit. str.	—	A. Fraser	JARDINE, MATHESON & CO., LD.	On 12th inst., at 4 p.m.
YOKOHAMA AND KOBE	KHAYSON	Brit. str.	—	K. Hayson	SHAWAN, TOMES & CO.	On 20th inst., at Noon
YOKOHAMA AND KOBE	BORSE	Brit. str.	—	F. Somerville	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
YOKOHAMA AND KOBE	MATSANG	Brit. str.	—	R. Boughton	MELCHERS & CO.	About 3rd Aug., at 4 p.m.
YOKOHAMA AND KOBE	ISCHIA	Ital. str.	—	Dodero	JARDINE, MATHESON & CO., LD.	On 11th inst., at 4 p.m.
YOKOHAMA AND KOBE	NAMSANG	Brit. str.	—	P. H. Rolfe	CARLOWITZ & CO.	On 15th inst., at Noon
YOKOHAMA AND KOBE	CATHARINE APCAR	Brit. str.	—	L. D. A. Thomas	JARDINE, MATHESON & CO., LD.	To-day, at 3 p.m.
YOKOHAMA AND KOBE	TUJH WONG	Dut. str.	—	Jurriatse	DAVID SASSON & CO., LTD.	To-day, at 3 p.m.
YOKOHAMA AND KOBE	—	—	—	—	JAVA-CHINA-JAPAN LINE	About 8th inst.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"CATHAY"	Beg. of August
SHANGHAI, YOKOHAMA and KOBE	"SOTRUDNIK"	Middle of August
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	End of August
MARSEILLES, HAVRE, and COPENHAGEN	"SOTRUDNIK"	Middle of Sept.

For further Particulars, apply to

MELCHERS & CO.

Hongkong, 9th July, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 13th July, Noon.
ZAFIRO	2540	A. Fraser	Manila	On 20th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 8th July, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "ABERLOU" ... Cn 23rd August.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 9th July, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 9th July, 3 p.m.
TIENTSIN	"CHONGSHING"	Tuesday, 9th July, 4 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Wednesday, 10th July, 4 p.m.
SANDAKAN	"MAUSANG"	Thursday, 11th July, 4 p.m.
MANILA	"YUENSANG"	Friday, 12th July, 4 p.m.

REDUCED FARES TO STRAITS AND CALCUTTA
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100
 Penang " " " 85. " 120
 Calcutta " " " 100. " 150

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.
 GENERAL MANAGERS.
 Hongkong, 9th July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
SHAMMUT	9,606	E. V. Roberts	About 7th Aug.
TREMONT	9,606	T. W. Garlick	8th Sept.

† Cargo only.

CHEAP FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAMMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

Queen's Buildings,
 Hongkong, 9th July, 1907.

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are staterooms and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG	1st August
RHENANIA	1st September
HOHENSTAUFEN	1st October

HOMEWARD.

SILEZIA	12th July
SCANDIA	7th August
HABSBURG	4th September
RHENANIA	4th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

AMERICA	FOR SHANGHAI, KOBE & YOKOHAMA	10th July
SAXONIA	FOR SHANGHAI, KOBE & YOKOHAMA	18th July
BRASILIA	FOR SHANGHAI, KOBE & YOKOHAMA	27th July
HABSBURG	FOR SHANGHAI, KOBE & YOKOHAMA	1st Aug.

NEXT SAILINGS HOMEWARD:

via STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIAN" and "PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SILEZIA ... NAPLES, HAVRE & HAMBURG ... 12th July

SPEZIA ... HAVRE & HAMBURG ... 23rd July

SCANDIA ... NAPLES, HAVRE & HAMBURG ... 7th Aug.

SAXONIA ... HAVRE & HAMBURG ... 20th Aug.

HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.

Special attention of intending Passengers is drawn to the splendid accommodation of these Steamers. Saloon and cabin staterooms. Lighted throughout by electricity. Daily qualified Doctor and stewardesses carried. Laundry on board.

VANDALIA ... NEW YORK ... 20th July.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.
 For BOSTON AND NEW YORK.
 S.S. "SAINT PATRICK" ... 9th July.

For Freight and further information, apply to
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 25th June, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHINA."

Capt. E. Street, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 13th July at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOULAN," 3,800 tons, from Colombo.

Passengers' accommodation in which vessel is second before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CHINA" due in London on the 18th Aug., 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWITT,
 Superintendent.

Hongkong, 1st July, 1907.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 6th July, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, via JAPAN PORTS.

With option to Call at Mexican and other Coast Ports.

Steamers Tons About
 "KATHERINE PARK" 4,800 18th July.
 "KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
 York Building.
 Hongkong, 1st July, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIUM AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"NIPPON,"

Captain E. Tarabochia, will be despatched as above on SUNDAY, the 2

MARINE COURT.

Monday, July 8th.

THE "HEUNGSHAN" "FOOK ON" COLLISION.

A Marine Court of inquiry respecting the circumstances attending the collision between the British steamer "Heungshan," Captain R. D. Thomas, and the licensed steam launch "Fook On," of which Li Muk is master, was held at the Harbour Office yesterday afternoon, being called at the request of the captain of the "Heungshan." The Court was composed of Commander Basil R. H. Taylor, R.N., Stipendiary Magistrate, (President), Lieutenant H. Butterworth, R.N., H.M.S. "Tamar," Captain E. Beedham, R.N., "Empress of India," Captain A. Stoker, R.N., "Woolwich," and Captain H. V. Walker of the s.s. "Kwong Tung."

The warrant constituting the Court having been read, Captain Thomas, master of the s.s. "Heungshan," was called. He stated that on June 28th he left Canton at eight in the morning, arriving here about 3 p.m. He entered the harbour by the southern fairway, coming in slowly. When off the "Charles Hardouin's" Wharf and making for the Hongkong Canton and Macao Steamboat Wharf, witnesses sighted a steam launch backing out from the east side of the "Kwong Tung," which lies at the wharf west of the Western Market wharf. He was then distant about two ship lengths, and blew two blasts. The "Heungshan's" engines were then going slow, having been slowed down when near the Gas Works. When entering the harbour the "Heungshan" was not travelling more than four knots. Witness did not blow three blasts on his whistle because when launches come out from a wharf they go to the west of steamers coming in. If he had blown three blasts the launch might have thought he was going astern and attempted to cross his bows. If the launch had gone ahead she would not have approached within fifty feet of the steamer. Her engines were apparently going slow at the time. While the launch was still on the starboard bow of the steamer, and distant about 100 feet, all the men left the wheel and went aft. Then when witness saw a collision was imminent he ordered the mate to clear away the ropes and lower them. Then he struck the launch on her starboard bow with the vessel's stern, the out being about two feet. Four of the crew of the launch were pulled on board with the ropes; the others jumped overboard and lifebuoys were thrown to them. After striking the launch witness put his helm hard astern and his engines slow ahead in order to clear the launch. There was a strong tide running at the time.

Chief Officer Gibson of the s.s. "Heungshan" said when the ship at first entered the southern fairway he was at the fore'side head. They entered the southern fairway about 2.30 a.m., and passed the bows of the "Charles Hardouin" at a distance of at least 50 feet. They had only passed when they saw the launch coming from the direction of the Li Kee Wharf. When she was sighted the "Heungshan" gave two blasts; the telegraph also went and the ship's head went to port immediately afterwards. About a minute or two later the telegraph went again and the ship went astern. The launch was then two ship lengths on the steamer's starboard bow. Witness did not think the launch altered her engines. The launch was then struck on the starboard bow by the stern of the "Heungshan," no member of the crew of the "Fook On" being at the wheel at the time.

G. W. Kow and J. Roberts, the first and second engineers on the s.s. "Heungshan," gave evidence as to the time when the telegraph bell was rung and the engines reversed.

Li Muk, coxswain of the "Fook On," said his certificate went down with the steam launch. On June 28th at 3.15 p.m. he backed his launch out from the Li Kee wharf, intending to steer west. He gave three blasts on his whistle before backing his launch out, and when about seventy feet from the wharf he saw the "Heungshan" about 100 feet off. He rang up to go ahead, but the bell wire broke. Witness shouted to his engineer to go ahead, and he did. Then when the "Heungshan" approached witness told his crew to run away; afterwards he threw some bags overboard. He was the last man to leave the launch. Jumping overboard after the collision, he was picked up by a passing sampan. The crew who went below to get the money just before the collision was drowned.

Captain Thomas—How was it that the coxswain's certificate was handed to a sergeant of the Water Police?

Witness—I went to the launch afterwards, but could not find it.

Captain Thomas—How is it the No. 2 coxswain took the launch from the wharf?

The President—These seem unnecessary questions, Captain Thomas.

Captain Thomas—They lead to this, Sir. This man was the only one who boarded the "Heungshan" dry, and yet he says he was the last to jump off the sinking launch into the water.

The President (to witness)—You say you were on board at the time of the accident?—Yes.

And you jumped overboard?—Yes.

Then how was it you were quite dry when you boarded the "Heungshan"?—I did not go aboard the "Heungshan."

Second Engineer Roberts recalled, said the witness boarded the steamer about ten minutes after the collision, and he was the only man who was not wet.

The inquiry was adjourned till Wednesday.

Women want to be on an equality with men. Let them show their mettle by showing a preference for the society, undiluted, of their own sex.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, June 7th.

THE WEATHER.

This is an overcast June. We had our June weather at Easter, and now we have a slice of January instead. Seaside resorts are despondent, the doctors are busy, and we buy our fruits and vegetables at ruinous rates to the householder.

PARLIAMENT.

I suppose it was not the weather that caused the Premier to kill off a fine Spring crop of promised legislation—but kill the innocents he did, and as a result Nonconformists are angry and Irishmen are wondering after all whether they have done the right thing. The abandonment of Mr. McKenna's Bill for the satisfaction of Passive Resisters, who rebelled under Mr. Balfour's Education Bill, has caused misgivings in the minds of the extreme members of the dissenting bodies, and these have not been entirely dispelled by the promise that next session the Government will deal with the whole Education subject "in their own way." That will mean, I suppose, another merry time for the House of Lords, where attachment to the Church is more aggressive than in the Commons. There is a big enough programme left, seeing that there is to be no Autumn session, and Mr. Balfour has indicated that the Opposition intend to keep themselves and their opponents active on the Land, Housing, and other bills. Government will try to force through. Taken all round, though there is an uneasy feeling among Liberals that the Premier is going too easy in his career—the Radicals say his measures are milk-and-water owing to the inclusion of the Imperialists such as Mr. Asquith and Sir Henry Fowler in the Cabinet, while the Conservatives naturally seize upon every measure as it is abandoned and exhibit it to the nation as another example of Liberal patchwork that has failed. So unless "C.B." gets down to business on the measures he has pinned his faith to, he will be in danger of shipwreck at an earlier time than his majority would indicate.

INDIA.

There is sure to be hot debating over the proposals of Mr. Morley, announced last night in the course of the introduction of the Indian Budget, in the direction of greater native representation on the local and Indian councils. Mr. Morley has been the least obnoxious member of the Cabinet since the Government came into office. He has been hidden away in the India Office and the question was sometimes asked whether he was in the sulks over not getting some other position, or whether he was deeply engaged on an abstract problem. The latter proves to be true, and in the last few weeks, during which he has been heckled by queer fellows on behalf of the natives, he has shown a firmness and a wisdom that has led people to at last exclaim: "Why he is the best man in the Ministry." Yesterday, Earl Percy, who followed Morley, said he felt compelled to compliment him on the firmness shown by the authorities in dealing with the dangerous situation of life existing in India. Mr. Morley himself gravely warned his hearers that anything they might say was liable to be read and used as encouragement to disorder by thousands of natives in India. It is probable that the warning will be effective, for Mr. Morley has the respect and confidence of all sections. The trouble is that there are in the House two sets of men on the Liberal side, one urgent for more liberty to the natives, the other urgent for more repression. Some of the men have been in India; others follow in their heels. That Mr. Morley manages to keep clear of them is a tribute to his independence of mind. He readily gave the Chinese Government credit for a desire to curb the opium traffic, and assured the Chinese of the British sympathies, but when it came to India it was another matter and negotiations were not yet concluded on the matter of this opium trade. He had been urged to put righteousness before revenue, but he would point out that it was not right to satisfy your own righteousness at the expense of other people's revenue. There is sure to be warm debating on the proposed reforms in representation, for some people think the time is premature. But the reforms will probably be carried out, for they are the result of long thought and discussion between the Government here and the authorities in India. All round it is a step which may prove of immense importance in the history of India.

MR. CHAMBERLAIN'S HEALTH.

I saw Mr. Chamberlain the other day driving with his wife in Hyde Park. He seemed bronzed and hearty, and I saw no signs of the extreme weakness I had read of in the reports of his arrival in London. I am assured, however, by a man who witnessed that arrival that when the ex-Colonial Secretary attempts to walk the great change in him is at once noticeable. He is not likely to appear in the House of Commons, at least for a long time. At the best he will continue to muse among his orchids at Birmingham. Some of his old friends, who anticipated better things from his Continental trip quite lost control of their motions when he was carried from the train to his carriage the other day. His sons and wife watch over him with touching care, and one or the other of them is always with him. Mr. Austen Chamberlain, by the way, is putting himself so assiduously under the Protectionist light, that it would appear that he is determined that the cause shall not fail finally, before one of his names has had another chance to lead it to victory.

A HORSEY WEEK.

This has been a busy week. The Derby with an Irish-American winner in Orby, the property of Richard Croker, the ex-Boss of the Tammany Hall organization of New York, saw the defeat of the favourite Elvire Gallic, and

next day in the Coronation Cup at Epsom, Polar Star, the unbeaten entry of Mr. Hall Walker, was badly left by White Knight, a sown to one chance. Then to-day there is the great International Horse Show of Olympia, which is not merely a gathering of 2,000 of the best horses of Europe and America, but a social event attended by the cream of Society of two continents. Already £20,000 has been spent in the arrangements, but that it will justify it there is no doubt whatever. For the first performance this afternoon every seat has been at a premium for weeks.

OUR ALLIES.

The visit of Prince Fushimi finished in a profusion of decorations on mayors and functionaries, commercial and otherwise in England and Scotland, who were concerned in making the guest at home. He departed with an autograph letter from the King and a number of valuable personal gifts to keep this country in remembrance. Now we have over a thousand Japanese sailors and their officers being entertained on the Midway, the warships "Chitose" and "Tanaka" having arrived to pay us a visit. That the men of the ships are having a good time is evident to anybody who meets them as they are being shown the sights.

THE CHINA SOCIETY.

The next meeting of the China Society is to afford an opportunity to the members to hear Mr. J. C. Hall, I.S.O., a member of the Council of the Society on the "Influence of the Confucian Classics on the Japanese mind." This very aptly follows the last lecture on Confucius. The arrangements are rapidly progressing for a dinner at which a large number of members and friends is looked for.

TIBET.

I hear that negotiations are proceeding for the better opening of commerce in the Tibetan regions and the Chinese provinces adjacent thereto. They are progressing satisfactorily, I believe, and the Chinese Government has so far shown a disposition to meet the desires of the British Government. It will be one of the first matters to be dealt with by the new Ambassador when he arrives from Peking.

SIR ROBERT HART.

The King has given his permission to Sir Robert Hart to wear the insignia of the Grand Cordon of the Crown of Italy and the First Class of the Order of the Rising Sun, conferred respectively by Italy and Japan. The stream of orders for the famous Inspector-General is a proof of the extent of his accomplishments.

NAVY LEAGUE.

The Committee of the Navy League has issued a memorandum setting forth the reasons why the policy of Sir John Fisher and Lord Tweedmouth should not be conducted as a number of holdouts in the League have been demanding for months past. Amongst the reasons are the facts that, including only the Nine division of the Home Fleet, Great Britain has as many battleships in commission as Germany, France, Italy, and Japan combined, and further that the smallest armoured cruiser in the Nine division of the Home Fleet is 350 tons heavier than the largest ship in the German Navy. The attacks on Sir John Fisher are meeting with no success and the fire is slackening. Even that well known naval snail known as "Brassey's" is in favour of the economies carried out in the Navy.

MAIL ROUTES.

In addition to the scheme under consideration for the experts for an All-British steamship route via Canada to Australasia and the Far East, there is a new enterprise on private lines already in the complete stage of development, to compete with the Canadian Pacific Company's Vancouver route. Messrs. Andrew Weir and Company of London and Glasgow are backing a new mail steamship line to run once a month from San Francisco to Auckland and Sydney. It will carry mails from Great Britain and Americans expect to get considerable trade advantage also. Six large vessels will be engaged in the service, and the first, the "Forerunner" will start on August 16th.

A BUSINESSLIKE DUKE.

While people are talking of reforming the House of Lords, one American father-in-law seems to be succeeding in reforming a part of the House. Since the Duke of Manchester married the daughter of Mr. Eugene Zimmerman, the railway millionaire of Cincinnati, the young man has been turned into a much more serious and useful citizen than hitherto. Now it is announced that the Duke intends to enter the great factories where his father-in-law has his railway cars made, so as to gain a knowledge of the practical side of railway work.

RUSSIA AND MANCHURIA.

The Russians are much perturbed as to the progress of Japan in Manchuria. As a matter of fact the opinion in St. Petersburg is strongly divided. The Bureaucrats are of opinion that sooner or later there must be another reckoning in the Far East with Japan, while there is a large body of outside opinion, on the other hand, that enough money has been spent, and revenge should be put out of mind. Although nominally Japan has evacuated Southern Manchuria, and Russia has cleared out of Northern Manchuria, on paper, yet as a matter of fact neither evacuation is a reality. Russia is operating in Northern Manchuria and finding it unprofitable, for Japan is using every skillful trade means to divert commerce into Japanese channels, and is assiduously getting on good terms with the Manchurians, in the hope of presently bridging Manchuria into estrangement with China and establishing it as an independent kingdom under Japanese protection, similar to Korea. Chinese are being encouraged to settle within the Russian sphere of influence and Japanese are being told off to lead friendly Chinese soldiers in case of war. In other words Japan is losing no opportunity of getting all the Manchurian trade to the starvation of the Russians, and secondly is steadily preparing so that in the event of hostilities an easy run may be possible to the

Russian Imperialists, at any rate, and they are urging the Government to take every precaution to ensure an outlet for Russian emigration to the Far East.

ANOTHER LECTURE.

Mr. E. F. Crowe, British Commercial Attaché at Yokohama, has been lecturing in Scotland this week on the future of the Far East, and has spoken with enthusiasm of the development of Japan. He regards the agreement with that country as a diplomatic move, and spoke encouragingly of the opportunities for British trade in China and Japan.

RUBBER.

The good results obtained by the rubber companies in Malaya during the past year are stirring up ideas of rubber enterprises in many places, and on the southeast basis people are writing to urge capitalists to invest in such undertakings here, there, and everywhere. Even the "Board of Trade Journal" is taking to printing material tending to show that in that near East and even in Sicily there is the prospect of profitable rubber growing even if the product should only be of second rate quality. The Director of the Botanic Gardens at Messina has been experimenting with Ficus Elastica Roxburg, and from the fact that the mean temperature of Sicily is about the same as in Indo-China, and that the plants have lived all the winter out of doors, it is deduced that there is a good opening in Sicily. Which view capitalists and rubber men regard as being more optimistic than practical.

MOTORS FOR CHINA.

I understand, by the way, that the export of motor cars to China is developing promisingly and a start has been made with several orders for Kiaochow, the cars being German and American. The consular reports to the inquiries from motor manufacturers is "equip your cars with every possible accessory, including the very latest details, if you want to get a footing in China."

CORRESPONDENCE.

THE SUBSIDIARY COINAGE QUESTION.

(TO THE EDITOR OF THE HONGKONG "DAILY PRESS.")

Sir,—As regards the Government's announcement that all Hongkong subsidiary coins received by the Government Departments are being retained and not reissued, the step is one in the right direction, but it would be interesting to learn from the Government how long in their opinion it is likely to take to rehabilitate by this slow process, the subsidiary coinage of the Colony?

The Government's object is "to reduce the amount in circulation to that required by the necessities of business in the Colony." That amount is popularly estimated at something like two or three million dollars' worth, whereas the Government has issued forty million dollars' worth, and their hesitation to deal with the evils resulting in recent years from the depreciation of these coins has apparently been due to a belief that all these coins are still in existence and that they are under an obligation to redeem them. Hence any heroic measure was impossible because of the cost which it would entail.

By the measure just announced, if anything like the whole of these forty million dollars' worth of coins still exist, it will take the Government at least thirty years "to reduce the amount of such coinage in circulation to that required by the necessities of business in the Colony"—for I suppose the Government Departments are not loaded with more than one million dollars' worth of these coins a year, if as much.

The chief value of the step the Government has taken, it seems to me, is that it will serve to show what the possibilities are of a return of Hongkong coins to the Colony and thus put the Government in a better position to consider, if it should appear necessary, some method of more rapidly reaching the end in view.

If the community would heed the Government's warning and demand 111 cents to the dollar when Chinese subsidiary coins are tendered, the result would doubtless be to bring back from Kwangtung the Hongkong coins which are circulating throughout the province. But would that be altogether desirable? The exchange quotations for Hongkong subsidiary coins given in to-day's Daily Press shows the discount rates on 20-cent pieces to be 7-7 per cent, and on 10-cent pieces 8-00 per cent. The Government's warning, if effective, would have the result of withdrawing Hongkong coins from circulation in the province of Kwangtung, and they would probably be returned to the Colony in shiploads. And the effect on exchange rates would be—What? Certainly the rates would not be improved thereby, and the Government's remedial measure looks for all the world like a huge joke. However, until we see the result of the Government's action, it will be well to cherish a hope that the bulk of these forty million dollars' worth of subsidiary coins have already been melted down by speculating Chinese, and that the object of the Government may be attained in something less than thirty years. Yours truly,

CHOPPED DOLLAR.

Hongkong, July 8th.

Additional weight is lent to the rumour that have been lately current in Vienna of an approaching dynastic crisis in Portugal by an announcement made by Prince Miguel de Bragança in the leading Vienna papers this morning (June 4th). Prince Miguel makes the definite statement that, should he acquire an inheritance, he is ready to ascend the Portuguese throne. Prince Miguel is at present living the life of an officer in the Austrian Army at Boosenstein.

"TANSAN"

Beware of Bogus Imitations!

The only genuine TANSAN bears the name of J. CLIFFORD-WILKINSON on the label.

Hard water hardens the arteries; Soft Water helps to keep them elastic and pulse-responsive

TANSAN is the Softest of all Drinking Waters.

TANSAN is entirely free from the obnoxious taste peculiar to salted or other fabricated Waters.

TANSAN mixed with Milk, Wines, Spirits, etc., neither impairs nor in any way salutes, except to expand their respective natural flavors.

PER CASE OF 48 HALF-BOTTLES . . . \$8.25
 " DOZEN . . . 1.60
 " CASE OF 100 QUARTER BOTTLES . . . 8.95
 " DOZEN . . . 1.10

SOLE AGENTS—

H. PRICE & CO., LTD.

TELEPHONE No. 135.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

A CHINESE OPIUM DODGE.

We have received the following copy of a letter to Sir Felix Warren, British Consul at Shanghai, for publication:

Shanghai, 27th June, 1907.

Sir,—We beg to bring to your notice the following:—

Some of the Chinese opium dealers here have received information from their constituents in Nanking that the Viceroy there intends granting the monopoly of the opium trade in Nanking to a few dealers, who only will be allowed to import opium there. So far no official notification has been issued, but as there is every probability of its coming into force at any moment, and subsequently a similar monopoly is intended to be given here and elsewhere, we think it advisable to lay the matter before you so that immediate steps may be taken to stop its being carried into effect.

Such monopolies would prevent other dealers from participating in the opium trade thus destroying the healthy competition and thereby crippling the business and causing heavy losses to importers who will be at the mercy of the few who hold the monopolies, at exorbitant prices, etc.

It would also be greatly prejudicial to the interest of the Indian Government if such a scheme is permitted to be enforced especially in the present unsettled and unsatisfactory state of the opium trade, owing to the action of the Chinese Government.

Government in closing up the public smoking dens, and importers, in view of the further uncertainty of demand from those who would hold the monopoly, would curtail importation, which would mean a material reduction of their purchases from the Government of India's monthly sales.

We therefore beg to request you to be good enough to take immediate action and oppose the movement and, if necessary, to communicate with H.B.M.'s Minister at Peking, as it is in contravention of Article X of the treaty of Nanking of 1842 which provides that British merchandise having paid the regulated Customs and dues such merchandise may be conveyed by Chinese merchants to any province or city in the empire of China.

The said monopoly, if granted, would therefore be tantamount to placing restrictions on Chinese merchants in general.

We may add that we are afraid, if the monopoly is given that the Chinese Officials may push the consumption of native opium to the detriment of foreign drugs.

We remain, Sir,

Your most obedient servants,

DAVID SASSOON & CO., LD.

E. D. SASSOON & CO.

E. FABANEY.

CAWASER PALLANJER & CO.

S. J. DAVID & CO.

TATA & CO.

A. EBRAHIM & CO.

D. E. J. ABRAHAM.

P. E. PETIT & CO.

TALATI & CO. AND OTHERS.

ANSWERING ADVERTISEMENTS.

Neither of the partners had arrived, and the clerks that morning were indulging in their usual bout of gossip.

Did I tell you chaps that I was leaving? I drafted the longest scroll of the staff, whose incompetence was as palpable as the splendour of his attire. Heard you got the sack, replied the spectacled cashier gruffly. I answered an advertisement yesterday for what looks like a first-class job, resumed the over-dressed one, ignoring the remark. I've pitched a rather strong yarn, but you've got to do that if you want to keep up with the times.

Just then the senior partner entered, and all wrote tensely. Within five minutes the "old man," who had been opening letters, called the latest speaker into his room, and the following dialogue became plainly audible to those outside:—Have you been in our service seven years? No, sir—only fifteen months. And is your salary \$450 a month. Eh! no sir—\$300. And are you in entire charge of the counting house? No reply. And are you leaving us because of a difference with the firm regarding the management of our branches? Dead silence, and a short pause. Then the old man—You should be more careful in your statements, Sir. This is a small colony. The advertisement you answered was for the situation you are leaving on Saturday. That will do.—Straits Times.

THE SILK INDUSTRY.

The British Vice-Consul at Portland, Maine, gives some interesting facts in regard to the development of silk manufacture in the United States since the year 1870. In that year the value of silk goods of all kinds manufactured in the country amounted to \$2,442,132, while the imports for the same year amounted to only \$2,344,156. In the year 1890 the value of silk goods imported was \$5,370,707 and the value of those manufactured in the United States was \$21,451,522. In 1890 there were 438 silk mills in the United States, with a combined capital of \$16,219,475, and giving employment to 65,416 hands. At the present time over 79,000 hands are employed in this industry. In 1870 the number of yards of silk goods manufactured in the country was 1,028,423 yards, against 97,940,935 yards in 1900. According to mercantile reports the United States in 1890 stood third in the countries of the world in the manufacture of silk goods. In 1890 there was imported into the country 11,259,810 lbs. of raw silk, valued at \$9,935, or very nearly 10s. per lb. Raw silk, at the present time, costs about 18s. per lb. The attempt has been made many times to cultivate the silkworms in the United States, but with indifferent success.

Some people are so reserved in their manner that it is difficult to tell if they have any.

THE PEKING SYNDICATE AND THE CHINESE GOVERNMENT.

The following two letters are from the Times:

Sir.—The telegram from your Peking Correspondent published in *The Times* of this morning does not correctly represent the position of the Peking Syndicate vis-à-vis the Chinese Government, and I crave your permission to set out briefly the actual facts.

There is no serious discrepancy between the English and Chinese texts of the Shansi Concession such as your Correspondent alleges. Though the wording is not quite identical, it has long been accepted by the competent authorities of the British Legation, and the Peking Syndicate has in effect the "sole right" of working coal and iron mines in the districts specifically named, with the exception of "existing" native mines, which are not to be interfered with. But this is not the point at issue. The syndicate asks at present merely permission to open mines in one small particular area of a few square miles which is as yet unworked by natives, precisely in the same manner as was done in Hunan, where no objection was raised. It is in respect to the delay in issuing this permit that compensation has been claimed on behalf of the syndicate by the British Government. No claim has been put forward by the syndicate which is not fully justified by the plain wording of the concession, nor without its being communicated to the British authorities.

The directors of the syndicate, while maintaining the privileged position which the language of the concession gives them, and was intended to give have never refused to listen to understanding with the local people might be brought about. On the contrary, they have conceded to China, by an agreement dated July 3, 1905, a half share in the working of iron, and they also expressed a willingness to discuss similar terms for the working of coal, if it should be so desired. Neither of these propositions now commend themselves to the provincial authorities, and the only overtures which have so far been made involve as a preliminary the unconditional withdrawal on the part of the syndicate of the claim for permission to work—in other terms a surrender of the whole concession, if, as your Correspondent says, the province is willing to come to a reasonable compromise, I can only say my directors have not yet heard of it.

In conclusion, I am to say that my directors, content of their rights, are determined to continue, by every means in their power, pressing for their recognition by the Chinese authorities. To allow these authorities to set aside solemn engagements entered into with the Imperial sanction, would, in the opinion of my board, mean sacrificing not only the interests of the shareholders in this syndicate, but of all those who have, in some form or other, invested money in Chinese undertakings on the strength of that Government's guarantee.

I am, Sir, your obedient servant,
 FRO. GILBERT, Secretary,
 Peking Syndicate (Limited), 110, Cannon-street, E.C.

Sir.—In a telegram from your Correspondent at Peking published in your issue of this morning, the following words occur:—

"The Chinese are not acting unreasonably. The agreement now known as the Peking Syndicate's Shansi Bureau concession, signed on May 21, 1898, by the Shansi Bureau of Trade and the Italian Signor Luzzatti. The views of the latter as to the methods of dealing with the Chinese are revealed in a letter quoted at the general meeting by the chairman of the Peking Syndicate, according to the report published in *The Times* Commercial and Financial Supplement on February 4—

"Why do you not begin work at Shansi? Never mind what the opposition of local authorities and the local gentlemen may be, go to work. In China the great thing is the fact accomplished, and if they do kill some of our engineers and staff, so much the better; for they will have a good cause for compensation with the Chinese Government."

In Mr. Luzzatti's statement as a friend of his, and being interested myself in the Peking Syndicate, I wish to lose no time in placing the real facts before your readers.

The extract in question is not from a letter of Mr. Luzzatti, but is taken from a speech of Mr. Carl Meyer at the shareholders' meeting. Later on at that meeting Mr. Luzzatti gave his explanation exactly of what took place as follows:—

"Mr. Luzzatti—I would like to make a few remarks. The chairman, having had a long time to prepare his speech has come here and made a long statement, and I am surprised that my poor personality should have occupied the largest part of the speech. The difficulty of answering it is enhanced by the fact that I have to speak, not in my own language, but in a foreign tongue. However, there are one or two points that I cannot let pass. As to the remark with regard to the killing of the engineer, there has been quite a misunderstanding on the part of the chairman. I will repeat to you what I said to Mr. Carl Meyer. What I said was that an engineer 'may be killed.' I said this to him in a private conversation which I should never have thought Mr. Carl Meyer would have come forward and made public. What I did say was that an engineer may be killed, and I do not think it is fair for the chairman to have put it in the way he has, because I added 'that I do not think any engineer will be killed, because the Chinese always admit accomplished facts.' That is what I said. It is quite possible Mr. Carl Meyer did not understand me, but my idea was not that an engineer was to go to Shansi and get killed."

"The Chairman—I did not say so."

"Mr. Luzzatti—Those sentiments of humanity of the chairman are sentiments which I profess in the same degree as himself."

The general feeling at the time was that the use made by Mr. Carl Meyer of a private conversation, especially in a paraphrase, was most unfair and unsatisfactory.

I am, Sir, yours faithfully,

H. MATO.

19, the Fryers, Hampstead, June 3.

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Editor's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

AGENT—A London Firm of Cork Manufacturers and Exporters WANTS an Energetic Man to represent them and secure orders from Wine Merchants, Brewers, Mineral Water Manufacturers and others. Liberal Commission to a competent man. Apply to A. SYMINGTON & CO., Cork Exporters, 5, George Street, Tower Hill, LONDON, England.

JAVA COCA.

JAVA PLANTER desires to contract for delivery of RAW COCAINE, WHOLE COCA LEAF and LEAF CRUSHED TO POWDER. Indication of the yearly quantity wanted, and statement of the price kindly requested. Contracts for a longer period are preferred. No INTERVENING PARTIES.

Apply to F. O. C. of J. H. DE BUSSEY'S Advertising Offices, AMSTERDAM, Holland. 1188

WANTED.

ENERGETIC MEN, who have a Good Command of the Cantonese Language, Good Workers on easily made from \$300 per month. We pay Salaries and Commission. No better opportunity offered for men who like work. Apply to THE MANAGER, SHANGHAI WICH CLUB, Shanghai, Canton, by letter or in person.

Hongkong, 9th July, 1907. 1189

SITUATION WANTED.

LADY of Experience in Teaching, and holding Diplomas, desires Employment in a Family or School. Branches: English, French, Piano, etc.

Address answers to— Z. B. 451, Friedrichstrasse, BERLIN, Germany. Hongkong, 9th July, 1907. 1190

PUBLIC AUCTION.

THE Undersigned have received instructions from MRS. E. R. MILLER, to sell by Public Auction, For Account of MRS. J. R. CAPPELL, On THURSDAY, the 11th July, 1907, at 2.30 P.M., at No. 1, Bay View, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, Comprising:—DOUBLE BRASS and IRON BEDSTEADS with WIRE MATTRESSES, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE TOP WASHSTANDS, OYER MANTELS, DRESSING TABLES with Bevelled Glass, TEAKWOOD EXTENSION DINING TABLE & CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDEBOARD with Bevelled Glass, DINING WAGGONS, a Quantity of BLACKWOOD WARE, PICTURES, &c., &c., &c. Catalogues will be issued.

TERMS:—As Usual.

HUGHES & HUGHES, Auctioneers. Hongkong, 9th July, 1907. 1191

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For AMOY and POOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Rosch, will be despatched for the above Ports on WEDNESDAY, the 10th inst., at Noon.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 8th July, 1907. 1193

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW.

THE Company's Steamship

"HAIMUN," Captain A. J. Robson, will be despatched for the above Port on THURSDAY, the 11th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 8th July, 1907. 1184

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles.

The Opium Decree.

Circulars.

East and West.

"All Men Equal."

Peking Times Postage.

Servants' Two Masters.

Japanese Economics.

Supreme Court.

Hongkong Sanitary Board.

The Bankrupt Debtor.

The West Point Murder.

Police Court Interpreter Impersonated.

Miscellaneous of Justice.

The Chinese Harem Memorial.

Hongkong Volunteer Corps.

National Bank of China Ltd. Correspondence.

The Chinese Question.

Union House Memorial.

The Anniversary of the Worry.

Canton.

The Middle-men in China.

Text of the Franco-Japanese Agreement.

Hongkong Gymkhana Club.

Company Meetings.

Insurance Association, Ltd.

S. Mount & Co., Ltd.

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Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or 31 Cent for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 8th July, 1907.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"HOPSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 10th July, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 8th July, 1907. 118

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SCANDIA," Captain von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 8th July, 1907. 1185

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

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All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 p.m.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 8th July, 1907. 1185

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"AMBRIA," Captain Schöningham, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

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HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 8th July, 1907. 1185

INTIMATIONS

THE PEAK CHURCH.

THE ANNUAL MEETING OF WORSHIPERS of the PEAK CHURCH will be held in the VESTRY of St. JOHN'S CATHEDRAL TO-MORROW (WEDNESDAY), JULY 10th, at 2.15 P.M.

BUSINESS:—

1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Committee.

F. T. JOHNSON, Hon. Secretary. Hongkong, 8th July, 1907. 1177

WANTED.

A POST as Clerk, Teacher, or Interpreter by a Gentleman of Collegiate Education possessing a working knowledge of the Chinese language both written and spoken—(Cantonese dialect).

Apply by letter to— Box 612, "Daily Press" Office. Hongkong, 3rd July, 1907. 1187

BRITISH STEAMER "NETHERTON"

BY ORDER OF THE UNDERSIGNED, the Undersigned are prepared to receive Tenders for the Purchase of the above Steamer on sale now lying at Singapore in a Fire Damaged condition.

Tenders must be delivered not later than 10th July.

GILMAN & Co., Lloyd's Agents. Hongkong, 19th June, 1907. 1084

COGNAC.

MESSRS. JEEJEEBHAY & CO., 25, Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronised by connoisseurs throughout Indo-China:—

BOUTILLIER, G. BRIAND & Co's 25.00
FELIX TILLAO & Co's 18.50
GEORGES ROZEAU & Co's 14.50

Hongkong, 1st July, 1907. 1182

KUNG YIK GODOWNS.

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, SHAK TONG TAI, Praya-West, on (M. Lot Nos. 204 to 205), formerly known as the Po On Godowns, the lease for which having expired, have been taken possession by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the Kung Yik Godowns.

The KUNG YIK GODOWNS, Agents The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD., SAM WANG & CO., LTD., TELEPHONE: No. 321. ADDRESS: 81, Queen's Road Central. Managing Director. U YUK CHI. Hongkong, 3rd July, 1907. 1187

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith, R.N.R.	About 8th July	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 11th July	Freight and Passage.
LONDON VIA USUAL PORTS (CHINA)	Capt. E. Street	Noon, 18th July	See Special of Call.
MARSEILLES, LONDON, and SYRIA	Capt. D. C. Gregor, R.N.R.	About 17th July	Freight and Passage.
ANTWERP			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong 5th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI & CHINKIANG	"FOOCHOW"	On 9th July, 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 13th July, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIKINS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 19th July, 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 11th July, 4 P.M.
CEBU and ILOILO	"KALFONG"	On 13th July, 4 P.M.
SWATOW and SHANGHAI	"YUENHAI"	On 16th July, 4 P.M.
HAIKONG	"CHILILI"	On 16th July, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with electric light. Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th July, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF UNDER 11 days Across the Pacific to the "EMERALG LINE" Saving 5 to 10 days' Overland Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, 17th July	10th August	
"EMERALG OF INDIA"	6,000	THURSDAY, 1st Aug	19th August	
"MONTAGUE"	6,163	WEDNESDAY, 14th Aug	7th Sept	
"EMERALG OF JAPAN"	6,000	THURSDAY, 29th Aug	18th Sept	
"TARTAN"	4,425	WEDNESDAY, 11th Sept	3th Oct	
"EMERALG OF CHINA"	6,000	THURSDAY, 26th Sept	14th Oct	

"EMERALG" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMERALG" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 200; via New York 232.

Intermediate Steamers at 12 Noon.

R.M.S. "MONTAGUE," "TARTAN," and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Polder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 10th July, at 8 A.M.
FOOCHOW VIA SWATOW AND AMOY	"SEIKO MARU" Capt. G. Nakai	WEDNESDAY, 10th July, at 9 A.M.
TAMBUK VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. Smith	SUNDAY, 14th July, at 9 A.M.
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"SHOSHU MARU" Capt. M. Nemoto	TUESDAY, 16th July, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PREUSSEN" Capt. C. NAWATH	Wed-day 17th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIFEN" Capt. F. PROSCH	About Wed-day 17th July.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" Capt. MINSEN	Thursday, 18th July, at Noon.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. VON SENDEN	About Friday 26th July.
KUDAT and SANDAKAN	"BOVEVO" Capt. F. SEMBIL	At Saturday 3rd August, at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th July, 1907.

SABANG BAY COALING STATION, POELOE WEE, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, and BENGAL COAL.
No harbour dues, no pilotage charged and quick dispatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for all ordinary repairs.
For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

SHIPPING IN PORT.

STEAMERS.
ABERDEEN, British str., 2,631, P. K. Barnett, 8th July—Moji 30th June, Coals—Bradley & Co.
ATHENIAN, British str., 2,440, A. O. Cooper, 4th July—Vancouver 6th June, General—C.P.R. Co.
CATHERINE ARCADE, British str., 1,730, L. D. A. Thomas, 1st July—Singapore 25th June, General—David Sussman & Co.
CHONGHONG, British str., 1,256, S. J. Payne, 4th July—Tientsin via Chefoo 26th June, General—Jardine, Matheson & Co.
CHILDAR, Norwegian str., 1,102, A. Angelsen, 2nd July—Bangkok and Swatow 1st July, General—Nippon Yusen Kaisha.
CHINER, British str., 1,459, W. Beale Brown, 5th July—Sydney via Manila 12th June, General—Butterfield & Swire.
CHUNSHING, British str., 1,417, D. King, 6th July—Wakamatsu 29th June, Coal—Jardine, Matheson & Co.
COCKER, British str., 2,955, T. Walker, 7th July—Kuchinotsu 1st July, Coals—Mitsui Bussan Kaisha.
EMERALG OF INDIA, British str., 3,032, E. Bealham, 29th June—Vancouver 11th June, Flour and General—C.P.R. & Co.
FOOCHOW, British str., 1,228, W. Miller, 30th June—Moji 24th June, Coal—Butterfield & Swire.
GRAN MARU, Japanese str., 1,832, Nagasaki, 29th June—Kuchinotsu 19th June, General—Mitsui Bussan Kaisha.
GIENESS, British str., 2,274, Rafferty, 28th June—Moji 22nd June, Coals—Mitsui Bussan Kaisha.
HONGKONG, French str., 439, E. Correll, 6th July—Haiphong and Hellow 5th July, Rice, Natter, Pigs & Coal—A. K. Marty.
IRISH MONARCH, British str., Graham, 1st July—Kuchinotsu 25th June, Coal—Mitsui Bussan Kaisha.
KALFONG, British str., 985, E. Finlayson, 6th July—Cebu & Iloilo 2nd June, Sugar—Butterfield & Swire.
KATHERINE PARK, British str., 4,907, 27th June—Kobe 21st June, General—Toyo Kisen Kaisha.
KENKON MARU, Japanese str., 1,361, K. Asai, 29th June—Saigon 24th June, Rice—Dodd, Wall & Co.
KOUSCHANG, German str., 3,201, Rodinsky, 3rd July—Bangkok 28th June, Rice—Butterfield & Swire.
LABETTES, British str., 1,349, J. Jackson, 24th June—Saigon 20th June, Rice—Chinase.
MARLA, German str., 1,108, J. Minson, 29th June—Manila, Australia Ports and New Guinea 29th June, General—Mutchers & Co.
MATHEUS, German str., 311, N. S. Schemm, 4th July—Haiphong and Hellow 30th June, General—Jensen & Co.
MAUSANO, British str., 1,744, R. Houghton, 29th June—Saidan 24th June, General—Jardine, Matheson & Co.
MERPOO, Chinese str., 1,338, C. V. Frigast, 4th June—Shanghai 30th June, General—Chinase.
NANSAU, British str., 4,435, P. H. Rolfe, 23rd June—Calcutta and Singapore 17th June, General—Jardine, Matheson & Co.
NANSHIN, British str., 1,299, A. Jones, 4th July—Saigon 30th June, Rice and General—Bradley & Co.
NIPPON MARU, Japanese str., 3,442, W. E. Palmer, 2nd July—San Francisco 31st May, Manila and General—Toyo Kisen Kaisha.
PAKLA, German str., 1,108, J. E. W. Wood, 3rd July—Bangkok 27th June, Rice—Order.
PRU-YEN, French str., 2,500, Boulouise, 7th July—Saigon 3rd July, Rice—Bradley & Co.
PITCHAM, German str., 1,376, Wolf, 30th June—Bangkok 21st June, Rice and Liner—Mutchers & Co.
PROMETHEUS, British str., 3,583, G. Moir, 29th June—Zeehoer 19th June, General—Butterfield & Swire.
RODION MARU, Japanese str., 4,980, G. S. Laprak, 28th June—Shanghai 25th June, General—Nippon Yusen Kaisha.
SHAKANO MARU, Japanese str., 3,324, T. Sugi, 7th July—Shanghai 7th July, Rice—Order.
SHAOHONG, British str., 1,395, Northcombe, 4th July—Shanghai via Swatow 30th June, General—Butterfield & Swire.
SIMLA, British str., 3,841, Goldsmith, 7th July—London 25th May, General—P. & O. Co.
SKRUMSTAD, Norwegian str., 660, A. Hansen, 27th June—Touane 24th June, General—Angard, Thorsen & Co.
TAHERIN, Chinese str., 1,216, R. Stephen, 7th July—Shanghai 3rd July, General—Chinase.
TEAN, British str., 1,316, A. Somerville, 5th July—Manila 25th June, General—Butterfield & Swire.
TEO PAO, German str., 972, F. Raul, 5th July—Bangkok 29th June, Rice—Butterfield & Swire.
VAN OUTHURN, Dutch str., 954, J. C. Greger, 6th July—Billiton 30th June, Minid—Java-China-Japan Lijn.
VIENNA, British str., 2,881, J. Jones, 24th June—New York 17th April, Karosno—Stand Oil Co.
WOLWICH, British str., 1,451, A. Stoker, 3rd July—Salina, Cr. z and Mexico 25th May, Chinase.

For further particulars apply to the Agents at Hongkong.

JAVO-CHINA-JAPAN LIJN, YOKO BUILDINGS, (3200)

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.DOCK No. 3.
Extreme Length... 732 feet
Length on Blocks... 714
Width of Entrance on Top... 964
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 344DOCK No. 1.
Extreme Length... 543 feet
Length on Blocks... 513
Width of Entrance on Top... 92
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 34DOCK No. 2.
Extreme Length... 374 feet
Length on Blocks... 344
Width of Entrance on Top... 92
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 34PATENT SLIP.
Suitable for vessels up to 1,000THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.A LARGE STOCK of MATERIAL is
always kept on hand.THE COMPANY has the powerful steam
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.MARTIN'S
APIOL-STEEL
PILLSCunliffe, The Pioneer Export
Russell & Co.
10 & 12, Place de la Bourse.
SECURITIES issued by PARIS
European Govts and
Municipalities offering
prospective returns.To be purchased for cash or on the
"Times" system of monthly payments.CUNLIFFE, RUSSELL & CO. being the oldest estab-
lished firm of dealers in Premium Bonds in the
world offer advantages absolutely un-
rivalled elsewhere. Bonds guaranteed
by the Government and are a sure and
profitable investment. Numbers
of Bonds are held for sale. Results of Draw-
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Bonds purchased "at sight." Loans granted
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AVERAGE MARKET PRICES.

The Prices are given in Dollar Cents.

HUTCHER MARKET.

July 5th, 1907.

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HUTCHER MARKET.

HOCKS AND
SHIPPE
MESSRS. HINCKEL

16

Hongkong, July 8th.

Fern Kiska Marr, from Australia, for P. Kong,
 and Mrs. E. O. Winship, Capt. and Mrs.
 E. R. Rush, Mrs. J. M. Bing, Miss V. C.
 McLean, Miss Jessie Kincaid, Dr. V. V.
 Jensen, M. P. Beattie, C. L. Yeomans, C. H.
 Jensen, E. McCullough, W. F. McLaughlin,
 Graybeard, P. D. Kincaid and J. H. Hirsch,
 Yokohama, Mr. and Mrs. F. Wayland
 Smith, Mr. and Mrs. Roush, Mr. and Mrs. Wm.
 Griffith, Mr. and Mrs. R. N. Clark, Mr. and
 Mrs. J. Johnson, Miss R. S. Whiting, Mrs. A.
 Ogden, Mrs. Fisher and child, Mrs. H. R.
 and C. Whiting, Miss A. Whiting,
 Mrs. S. Smith, Dr. W. L. Archibald, Judge
 A. E. Key, Master A. J. Gilie, Messrs. T. Keenan,
 J. H. Allen, J. H. Allen, Master, S. M. Ogata
 and J. Fisher, for Nagasaki, Miss T. Yoshioka,
 Miss I. Matsuyama, for Kobe, Mr. M.
 amura.

Highest open air Temperature on 7th.....	88
Lowest open air Temperature on 7th.....	79

A. S. WATSON & CO., LD. 871

VISITORS AT HOTELS.

HONGKONG HOTEL.

CARRIER JOHNSTONE.

F. Gifford Major Hon. M. Ward
 F. C. H. Grace Hon. Mrs. M. White
 F. Reginald Harding Dr. & Mrs. M. White
 Miss J. Hamilton

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